

WITH THE SUBURBAN BUILDER AND BUYER

Where the Cheap Home Idea Is Being Worked Out Successfully.



bonuses or increases to certain political friends and favorites.

It is only through looking into the work of the bureau that the wonderful scope of the work the city is now doing can be appreciated. Probably only the contractors who know the city as a good customer realize the immense amount of work which is now going on for the betterment of all sections. Few taxpayers would not be surprised to know that the city is at this time engaged in hundreds of contracts for improvements scattered throughout all five boroughs and costing an amount which seems enormous even in these days of big fortunes. Since January, 1910, alone works have been authorized which total in cost \$15,000,000, and this does not include all of the great cost of the new Catskill water supply system, an improvement for the next generation for which this generation is paying.

BIG APPROPRIATIONS.

There is little visible right now to show for the upward of \$20,000,000 authorized since January, 1910, for new subway construction, but when this amount is all expended there will be many miles more of subway ready for operation than are now used. In the same time about \$12,000,000 has been appropriated for bridge improvements of one kind and another, all of which will make the present bridges more useful than they are and will provide them with more attractive approaches. One of the largest single appropriations, \$15,000,000, is to satisfy the ever growing demand for schools by the purchase of sites and the erection of buildings.

To its sick the city is especially good and has appropriated large sums for buildings for their care. For new pavilions at Bellevue more than \$2,000,000 has been appropriated. In the new View Hospital in Richmond the city has agreed to spend \$1,200,000, while other improvements of this nature call for an additional \$1,000,000 has been appropriated by the city to build bulkheads in Jamaica Bay, where the United States Government is doing some channel dredging as a preliminary step toward the building of a ship harbor. For the completion of the Municipal Building now being erected in Manhattan the city has agreed to pay \$20,500,000, but a considerable part of this amount was authorized before the present administration took hold.

These are a few of the larger improvements now under way into which the city funds are going. There are several more operations to which the present administration is pledged, but for which corporate stock has been issued but which can begin. Among these are the latest subways approved, the cost of which has not yet been fully determined; the new Court House, which is a appropriation of \$10,000,000 has been asked; the new Municipal Building in Brooklyn, estimated to cost \$3,500,000, and the new city library in Brooklyn, for which about \$2,000,000 will be required. It is freely admitted that the contractor prices on some of the work now going on are exorbitant, but that it is contracts which were awarded before the bureau of municipal investigation and statistics took up contract investigation. It is used to let contractors who share their bids to meet the amount the city appropriated as announced in the *City Record*. They still do the same thing, but the amounts as announced now mean the price at which the work actually can be done.

LIKES OUR OCEAN FRONT.

Andre Brisson Compares Neponset With Brittany Coast.

Among the visitors to Neponset during the last week was Andre Brisson, the French landscape painter, Aaron B. Frost, Witherbee Black and Charles H. Blair, Jr. Mr. Brisson expressed admiration for the ocean beach at Neponset and likened it to the coast of Brittany. The artist admired the wonderful view of the sea, stretching as far as the eye could reach. In speaking of American architecture, M. Brisson explored its lack of individuality and variety, and expressed his delight at the contrast shown in the architecture of the distinctive houses built at Neponset—the inexpensive bungalows and English cottages of stucco, with their tiled roofs and broad verandas. Both Mr. Frost and Mr. Black are building residences on their ocean front lots. These two houses will be an acquisition to the architectural beauty of Neponset. Mrs. Margaret Smith has purchased a stucco house on Huron street, which has been much admired. Among the new residents who have recently occupied their houses are Thomas McCarthy, A. N. Lawrence, F. M. Cox, J. J. Clark, John C. Gensbach and John Kuhn. Fifteen new houses are now being constructed and plans for several more are being prepared. These new houses will be of hollow tile with stucco covering and Japanese tile roofs.

The outside work on the new \$30,000 Neponset Club house, an entirely finished and only the interior woodwork and decorating remain to make complete that which promises to be one of the most attractive clubhouses in this part of the State.

To the average suburban developer the idea of handling quarter acre farms at \$189 each and of farms of that size with small houses on them at \$1,850 would not seem attractive. In this day of widespread wealth and quickly made fortunes to handle any real estate proposition where costs do not run up to nearly five figures is considered cheap business, and few reputable men indulge in it. But it is through just such a medium that hundreds of families who are sensible enough to know that they cannot afford to pay the rents demanded for modern apartments in the city and who will not live in the old rookeries are finding satisfactory housing, and incidentally are in the way of making some profit.

One of the most successful real estate concerns in the city has for several years been doing business on just this basis. It is said of them that they have taken in since the building and land boom began upward of \$10,000,000, and while they have given the best they could for the money their profits are said to have been proportionately as large as the amount of their sales.

Cadman H. Frederick is the head of the Long Island Realty Company. "My plan always has been," he said yesterday, "to give to the poor man what everybody offers, but none can sell. I mean a real suburban home, accessible and comfortable, where he can live peacefully and healthfully at a minimum cost, and where he has a real chance to save in the future profits to be derived from the growth of the big city."

"Mine is the cheapest legitimate propo-



sition on the market. But it is exactly what people of little means want. I give a man title to a house and plot for \$189, and if he needs help afterward I give it. My buyers never go back on me because I tell them truthfully what they are getting for their money, and I make the terms as reasonable as I can. It is much more satisfactory to deal with people of the class who buy my land and houses, for I know they can pay without special hard-

ship. Next to the fake land schemes which are going on I dislike the idea of selling a man an expensive house on the installment plan, and then dunning him for the rest of his life for the payments. The farms which Mr. Frederick is developing now are on the south shore of Long Island between Freeport and Merrick. It is just a good level stretch of fertile land through which dirt streets have been made. There are no other im-

provements unless a schoolhouse, fire house, churches and stores can be called such. The smallest division of the land is one-quarter of an acre, though a buyer can have of course as many of these subdivisions as he may care for.

On upward of fifty of these plots he has built during the last year two story one family frame dwellings, all of which have sold as fast as he could finish them. He is engaged now in building a new group. These houses contain six fairly good sized rooms, and the buildings are of substantial materials and well put together. They have no improvements. For water the company draws a well for each house. There is a room where bathroom fixtures may be installed and there are no lighting fixtures, since gas and electricity are not on the property. Like other farmers these must go back to the coal stove for heat, for the houses have no heating plants. For a buyer the company will plant without further cost a variety of fruit trees, which completes the total offered at the price.

The selling plan is made to fit the pocket of the average workman who pays a rental of about \$20 a month. Title is given on payment of the first \$150. Then the buyer begins a series of payments of about \$20 a month to cover principal and not interest. He gives him the property free and clear in about seven years. At this rate and with something more than \$8 a month added for commutation the actual carrying charges, including taxes, amount to about the same as the rent of a flat.

Chief buyers of these properties have been men employed in the city at various trades. Some of them on their little quarter acres have established farms of sufficient size to keep their families in the country during the entire year. Others have devoted their time and at-

tention to chicken farming and have earned considerable money from it. Still more have just settled down to comfortable, quiet and inexpensive living.

The selling company is always on the lookout to increase interest of owners in the various plots and to encourage the tilling of the soil. Various prizes are offered from time to time for the best garden for a season, for the largest crops of this and that and for the finest chickens and the like.

Between this kind of business and the ordinary cheap lot of trading this distinction is drawn. The Bellmore farms are represented as low cost property, unimproved, where a man working in the city actually can live, and where living accommodations are provided; furthermore the owners, by taking mortgages for comparatively long periods, retain interests in the property and through themselves providing housing, they help in the movement for cheaper homes. In the unsatisfactory development on the other hand it is the owner's scheme to close out this property as soon as possible, clear himself of all interest in it in a comparatively short time, and to spend on the land as little of his own money or of his profits as is necessary to swing the sale of it.

Though Bellmore farms are a mile and a quarter from the Freeport station they are not isolated. Right next the tract there is a fine large school building built of brick, and another of frame. Nearby also is a firehouse and in the immediate vicinity there are churches of all denominations. On Bellmore avenue, approaching the property are many names of well known New York business men. In fact, with all its advantages the section seems to answer the demand for comfortable homes for people of little means. It is rather to be regretted that there are not more opportunities for such developments near the city.

MAKING A TRANSIT CENTRE AT WOODSIDE

North Shore Residents Will Have Unusual Facilities From Proposed Extensions.

JOINT STATION TO BE BUILT

Elevated Roads, Subway Extensions and Long Island Road to Meet.

A transit improvement which will prove of great advantage to all Long Island residents, and particularly to those along the North Shore, is foreseen by the announcement that the engineers of the Public Service Commission have worked out a plan for relocating the Woodside station of the Long Island Railroad so as to provide a transfer point between Long Island trains and those to be operated by both the Interborough and the Brooklyn Rapid Transit over the elevated road to be built from the Queensboro Bridge plaza to Woodside and Corona. The new plan is to build a joint station at Roosevelt avenue in Woodside, at which point the Woodside-Corona elevated extension will cross the Long Island tracks. This elevated line is one of the two extensions from the Queensboro plaza provided for under the new subway plan, the other one running to Astoria, and it is a fact, although not generally understood, that both Interborough and Brooklyn Rapid Transit subway and elevated trains will use these extensions.

With the further facts in view that these extensions into Queens are to be linked up at the Queensboro Plaza with the Interborough elevated roads, by the way of the Queensboro Bridge and with the Interborough subway system by the way of the Belmont tunnel, the importance of the establishment of the transfer station at Woodside becomes apparent.

It means that Long Island passengers will be able to change at this station and have the privilege of taking Interborough subway trains, which will run through the Belmont tunnels and over the Interborough subway system, or of taking a train which will reach all parts of the Interborough elevated system by way of the Queensboro Bridge, or they will be able to take Brooklyn Rapid Transit trains, which will cross the Queensboro Bridge and under the Fifty-ninth street, Seventh avenue and Broadway to the Battery, and thence under the East River, connecting with the whole transit system in Brooklyn.

In other words, Long Island passengers arriving at Woodside will have at their disposal the whole of the city's comprehensive transit system as now laid out and will be able to reach for a five cent fare any point on the 108 miles of road. There is no other elevated subway and elevated systems and on the 103 miles of the present and new Brooklyn Rapid Transit system—in all 211 miles of road. There is no other section of the city which will have this privilege, except that tributary to the other elevated extension in Queens, from the Queensboro plaza north to Astoria. Great as will be the benefit of this Woodside transfer station to all of Long Island, it will offer specially marked advantage to traffic to and from the rapidly developing North Shore section. From the central and southerly sections of the island a large portion of traffic now reaches Manhattan by way of the Flatbush avenue (Brooklyn) station and the subway. This no doubt will continue to furnish the most direct route for these sections, but with the transfer station at Woodside the North Shore division will become virtually an extension of the entire transit system of the city, and with the whole of that system acting as its feeder. The distance to Kensington, at Great Neck, will be only eleven miles.

FAVORS DIAGONAL STREET.

TO THE EDITOR OF THE SUN.—On Sunday, April 14, you had an article about a diagonal street to meet Sixth avenue. This is not a bad idea, although leaving some irregular shaped properties. Still some of our most important thoroughfares, Broadway for instance, have a diagonal course and it has its advantage in making a shorter distance to cover and thus saving time and wear on the streets. As to the locality no important buildings are now there, consequently no great expense be paid for such structures. Furthermore, a good many do not care for subway riding, much preferring the surface roads, and a shortening of time schedule of these may in the long run prove important, too, to the traveling public. OSCAR H. SUERMAN, New York, April 23.

PLAN CIVIC CENTRE FOR MOUNT VERNON

City Hall and Police Station Included in Mayor Fiske's Idea.

If plans that have been proposed by Mayor Edwin W. Fiske of Mount Vernon are carried out that city will have one of the most imposing and attractive civic centres of any city of its size in the country. For some years the city government has been domiciled in a business block near the New Haven Railroad station, and it has been paying rent for various other buildings, notably the one occupied by its police department.

It is proposed to build a city hall on the block bounded by North Fifth avenue, Stevens avenue, Wilson place and Valentine street, and a police building on Valentine street, North Fifth avenue and North Sixth avenue. Efforts will be made to get the United States Government to erect a post office building on North Fourth avenue, Stevens avenue and a proposed extension of North Fifth avenue. The Mayor is of the opinion that the entire property desired can be purchased for about \$100,000.

In the same part of the city F. F. Proctor, Sr., the theatre man, has purchased the plot bounded by North Fourth avenue, Valentine street, Stevens avenue and North Fifth avenue for the erection of a large modern theatre, stores and office building, which will cover the entire block. It is estimated that the cost of this building, including the land, will be about \$300,000. The theatre will have a seating capacity of not less than 2,500, and the building will form one side of the proposed civic centre. This is the most important real estate transaction that has taken place in Mount Vernon for a long time.

Options have already been secured on most of the property that will be required for the execution of the city's plan. The plans were submitted to the Board of Aldermen Friday evening, but consideration was deferred until Monday evening. Mayor Fiske is confident that the recommendations he has made will be carried out.

BROOKLYN MARKET DULL.

Unusual Spring Building Only Notable Feature.

The Brooklyn realty market, from the standpoint of the broker who is looking for increased sales, is still hanging fire, but spring building figures are way beyond those for preceding years. The Brooklyn authorities too are about to let contracts for sewers and asphalt paving and repaving. An appropriation of \$600,000 has been made for the purpose.

Building activities are seen all over the borough. Hundreds of new houses are under erection along the line of the Fourth avenue subway, which is rapidly approaching completion. This condition is also true of the Kings Highway and Bensonhurst sections. At Kings Highway and West Ninth street Otto Singer is putting up 115 English stucco dwellings.

The Kings County Refrigerating Company has purchased from the New York Dock Company a large piece of waterfront property in the vicinity of Fulton Ferry for the erection of a big cold storage plant. It will be ready for occupancy about the close of the year and will cost, with equipment, about \$300,000.

The G. and M. Improvement Company is erecting a high class apartment house on plot 50x100 on the west side of Ocean avenue, south of Beverly road, Flatbush, in a restricted section. It will set back from the building line on a terrace.

SALES ON THE NORTH SHORE.

The Ricketts-Finley Realty Company has sold in Kensington, Great Neck, to Anna H. Keys the plot with 100 feet frontage on the north side of North Drive 60 feet west of Netherwood road, to Fred Rasmussen the plot with 80 feet frontage on the north side of Nassau road 100 feet west of East Drive to Fred W. Houghton the plot with 100 feet frontage on the north side of North Drive 50 feet west of Netherwood road, to Charles M. Hennaway the plot with 100 feet frontage on the north side of Beverly road between Netherwood and Shore road, to Marie A. Gaylord the plot with 100 feet frontage on the north side of Beverly road between Netherwood and Shore road. Also in Belleair to Harry and Bertha, toward the plot, 60x100, on the south side of Crotona avenue 50 feet west of Jackson street.

NEW JERSEY SALES.

The W. J. Rich Development Company has closed the following sales at Hillsdale Heights: A. J. House on Conklin avenue, south side of M. Potter on plot 50x115; bungalow to M. Perez on north side of Large avenue, on plot 50x115; and bungalow to Harry S. Tre on south side of Large avenue, on plot 50x105.

NEWARK PLANS FILED SHOW STEADY GROWTH

General Realty Market Dull, but Building Activity Continues Strong.

Real estate men in Newark did not do anything big in their line of business last week, but they made many minor sales. At the offices of the larger concerns it was said that while they had several interesting deals under way nothing would be given out about them until they were completed, probably the first of the week. With the improvement in the weather the sale of lots has become more active and considerable building is to result.

About fifty permits were granted by the building department during the week for new dwellings and alterations of old ones and for additions to factories. The permits represent an expenditure of about \$250,000, which is a slight increase over the amount of work authorized for the preceding week.

A ten story building will be built by John Mullins & Sons, furniture dealers, on the site of their original store at 218 and 220 Market street, which was burned last January. The entire new building will be used for furniture purposes and it is planned to have the store the largest of its kind in New Jersey.

The Central Land and Securities Company is negotiating for a parcel on the east side of Central avenue between Third and Fourth streets. The plot covers 140 feet on Central avenue, runs back 132 feet on Fourth street and has a frontage of 52 feet on Third street. The land was bought from three different owners last September. The purchasers have not announced what they intend to do with the property.

At a cost of \$50,000 the Superior Ivory Button Company is building a four story brick building at Hecker and Dickerson streets for manufacturing purposes. The main floor will cover 40x120 feet and will have a one story extension for a power house, covering 42x63 feet. The building will have a fire tower, with iron stairs on either side, and the plans call for a brick stack 110 feet in height.

VAN CORTLANDT PARTITION.

Death of J. J. Astor Will Not Prevent Property Sale.

Because of the death of John Jacob Astor on board the Titanic it was thought the partition of the Van Cortlandt estate could not be held, but it was determined by the Lawyers Title Insurance and Trust Company that his death would not affect the partition sale, which had been set down for the first part of June. The property consists of about thirty acres on the east side of Broadway at 23rd street, adjoining Van Cortlandt Park, Jerome Park reservoir and Mosholu Parkway. Part of the property is at present occupied by the courts of the West Side Tennis Club, where the international matches between England and America were held last October. It is understood that the property occupied by the club is included in the sale.

The 23rd street station of the subway is on the property and recently the estate has been grading the streets through the property in preparation for a sale.

The partition suit has given rise to a great deal of interest in the fact that almost every old colonial family who have married with the original Van Cortlandts, who acquired the property in 1683 by a grant and purchase from the Indians, are descendants in the suit. Real estate interests throughout the city have been much interested to know whether this sale is going to take place or not because of the peculiar location of the property, and its history.

BUYERS AT PARK HILL.

Among the recent purchasers at Park Hill are the following: James H. Brundage, a plot on Hillcrest avenue near Lenox road; J. K. Woodruff, a plot on Glenbrook avenue; Mrs. Emma Weidman, a plot on Park Hill avenue; R. C. McKendie, a new Colonial house on Hillcrest avenue, opposite Lakeside Drive; George A. Horton, an English half timber house on Hillcrest avenue; Albert J. Norton, a large plot on Hillcrest avenue next to the corner of Park Hill place and Frederick E. Calkins, a new residence on Edgely Terrace, opposite Hemlock road.

NEW FIRM ORGANIZED.

The firm of Hugh McManney & Co. was organized last week with offices at 12 Broadway to do general advertising. The principal member of the firm has been in the news paper business for nearly thirty years and its secretary and treasurer, Charles Johnson, formerly secretary to Horatio A. Pratt, is connected with Albert Frank & Co. up to the time of entering the firm.

GREAT NECK HAS BOTH LAND AND WATER ATTRACTIONS.

A departure from the ordinary form of development has been found in the Estates of Great Neck, a property on the southwestern extremity of the peninsula of Great Neck. It lies between the Great Neck and Little Neck stations of the Pennsylvania Railroad and is accessible from either. The water frontage of one-half mile upon Little Neck Bay, with its accompanying shore rights and bathing privileges, consti-

tute thus one of the valuable parcels of land upon Long Island.

The surface of the land is pleasantly diversified. In the centre of the property lies an airy, open plateau nearly level at an elevation in excess of 100 feet above the sea. From here a wide panorama opens to the south and west—a tract of rolling upland including both heavy timber and sunny fields and knolls stretching eastwardly from this

central ridge toward the Great Neck railroad station. Finally the shore front proper slopes gently toward the southwest and opens upon the waters of Little Neck Bay.

On high ground, commanding an unusual panorama along the entire length of the Neck Bay for its entire length and overlooking Manhattan stands the old Thorne manor mansion. Architecturally far from perfect, yet typical of its

period, this old homestead of some twenty rooms, with its lawns and ample grounds, is ideally located for club purposes and has been reconstructed for use of the Great Neck Golf Club. The merry click of the "driver" and the "mashie" is now heard echoing through the woods of the Estates of Great Neck, where the new Great Neck Golf Club has been laid out and prepared with much care under the super-

vision and advice of the best amateur and professional golfers.

The Estates of Great Neck lie just beyond the New York city line, which follows the middle of Little Neck Bay. Hence roads and other rights of way can be made to conform to the natural lay of the land. The entire tract has accordingly been opened up with reference to the location of home sites in the midst of lawns, with gardens, shade, fruit trees and shrubbery.